(iv) Induction of technical devices to aid the human element.

(v) Improvement in quality of outturn from the workshops.

(vi) Intensive inspections of telecom gears, main'enance depots of coaches, wagons and locomotives.

(vii) Monitoring the performance of the staff of the critical safety categories as drivers, guards, station masters, etc.

(viii) Intensive training of staff in operational categories.

(ix) Surprise checks against carriage of inflammable/explosive material in passenger trains.

(x) Provision of whistle boards, speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

(e) & (f) All the 64 train accidents have been inquired into and causes responsible for them, have been identified as under:—

(i) Failure of Railway Staff	48
(ii) Failure of Mechanical equirment . . .	3
(iii) Failure of track . .	3
(iv) Sabotage . . .	5
(v) Incidental . . .	1
(vi) Failure of other than Railway Staff . .	3
(vii) Cause could not be established . . .	1

पूर्व रेलवे के दानापुर मंडल में डीजल और पेट्रोल से चलने वाली जीपें

1931. **श्रीमती कमला सिन्हा** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्व रेलवे के दानापुर मण्डल में डीजल और पेट्रोल से चलने वाली कई जीपें और कारें है;

(ख) क्या यह भी सच है कि डीजल, पेट्रोल, कर्मचारियों के वेतन इत्यादि तथा इन वाहनों के रख-रखाव पर प्रतिवर्ष लगभग एक करोड़ रूपया खर्च होता है;

(ग) क्या यह भी सच है कि पटना जंक्शन के सिवाय उपर्युक्त जीपों और कारों का इस्तेमाल केवल कुछ ही स्टेशनों के निरीक्षण के लिये किया गया है; और

(घ) यदि हां, तो सरकार इस सम्बन्ध में क्या कार्यवाही करने का विचार रखती है?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका) : (क) से (घ) सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी।

Inquiry into mishaps by Commission of Railway Safety

1932. SHRI SURESH PACHOURI : SHRI IQBAL SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of rail mishaps inquired into by the Commissioner of Railway safety during the last three years with details thereof;

(b) the number of reports that have so far been submitted by him to Government and how many mishaps are still under investiga'ion with details thereof;

(c) in how many reports the railway staff have been blamed by the Commissioner;

(d) what action Government have taken against the indicated railway staff by such inquiry reports;

(e) whethrer Government propose to set up a permanent independent inquiry authority headed by a person from the judiciary to inquire into rail mishaps in place of present body; and

(f) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) 23 serious train accidents

have been inquired into by the Commissioner of Railway Safety during the last three years. The details of these accidents are as under :—

Year	Collisions	Derailments	Fire in trains	Total
1989-90	—	3	1	4
1990-91	5	1	2	8
1991-92	7	4	—	11
Total :	12	8	3	23

(b) The reports of all 23 accidents have been submitted.

(c) 18 (Eighteen).

(d) Suitable disciplinary action has been completed or is under way against the railway staff held responsible in the inquiry reports. The penalties imposed or proposed to be imposed include dismissal, removal, reversion, reduction in stage, withholding of increment, stoppage of passes and PTOs, and other minor penalties according to the gravity of lapses.

(e) No, Sir.

(f) The present arrangements are considered satisfactory and adequate. The Commission of Railway Safety, a permanent body, functions under the administrative control of the Ministry of Civil Aviation, independently of the Ministry of Railways. It ensures objectivity and independence of inquiry proceedings. Moreover, extensive expertise and technical know-how is considered essential in conducting investigations into railway accidents.

Construction of over-bridges for rail-crossings in Kamataka

1933. SHRI J. P. JAVALI; Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a number of demands for construction of overbddges for rail-crossings, in the fast growing cities and towns of Karnataka are pending clearance; . (b) if so, the details thereof;

(c) what is the criterion for construction of a over or under bridges at rail crossings; and

(d) how many such proposals are for Hubli-Dharwad ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) and (b) A statement is attached. *[See* below]

(c) Busy level crossings (those laving more than 1 lakh train vehicle units, a figure obtained by multiplying number of trains passing in 24 hours by the road traffic) are considered for replacement by road over/under bridge provided proposal therefor is sponsored by the State Government duly consenting to sharing of cost as per rules.

(d) One.